



Fairfax County Transportation Summit

HOV and Ridesharing
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High Occupancy Vehicle (HOV)

● Top Challenges/Obstacles

- Enforcement

- I-95/395 corridor

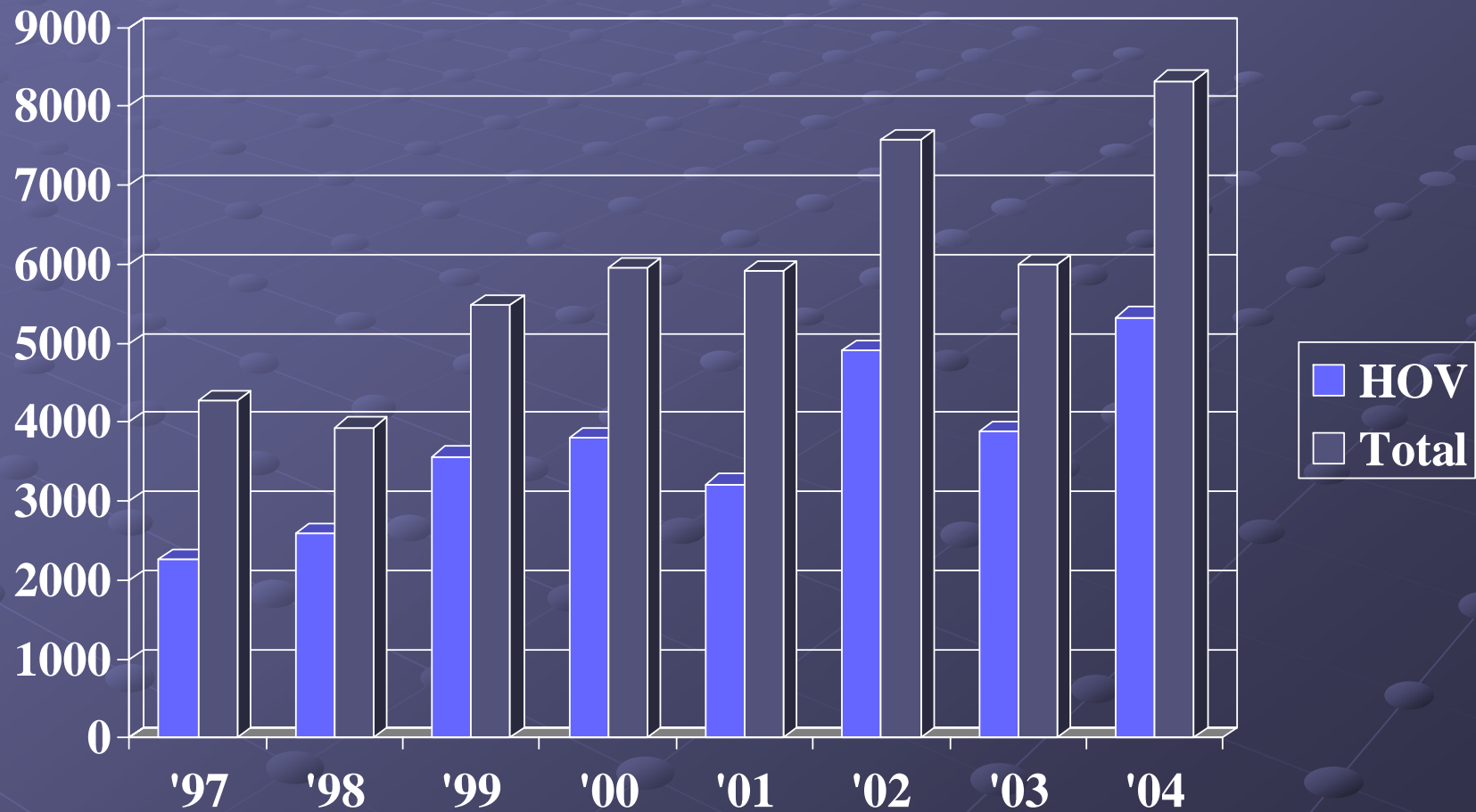
- VDOT received many complaints about congestion in HOV lanes in fall 2004

- Traffic counts and travel times confirmed that the facility is overly congested

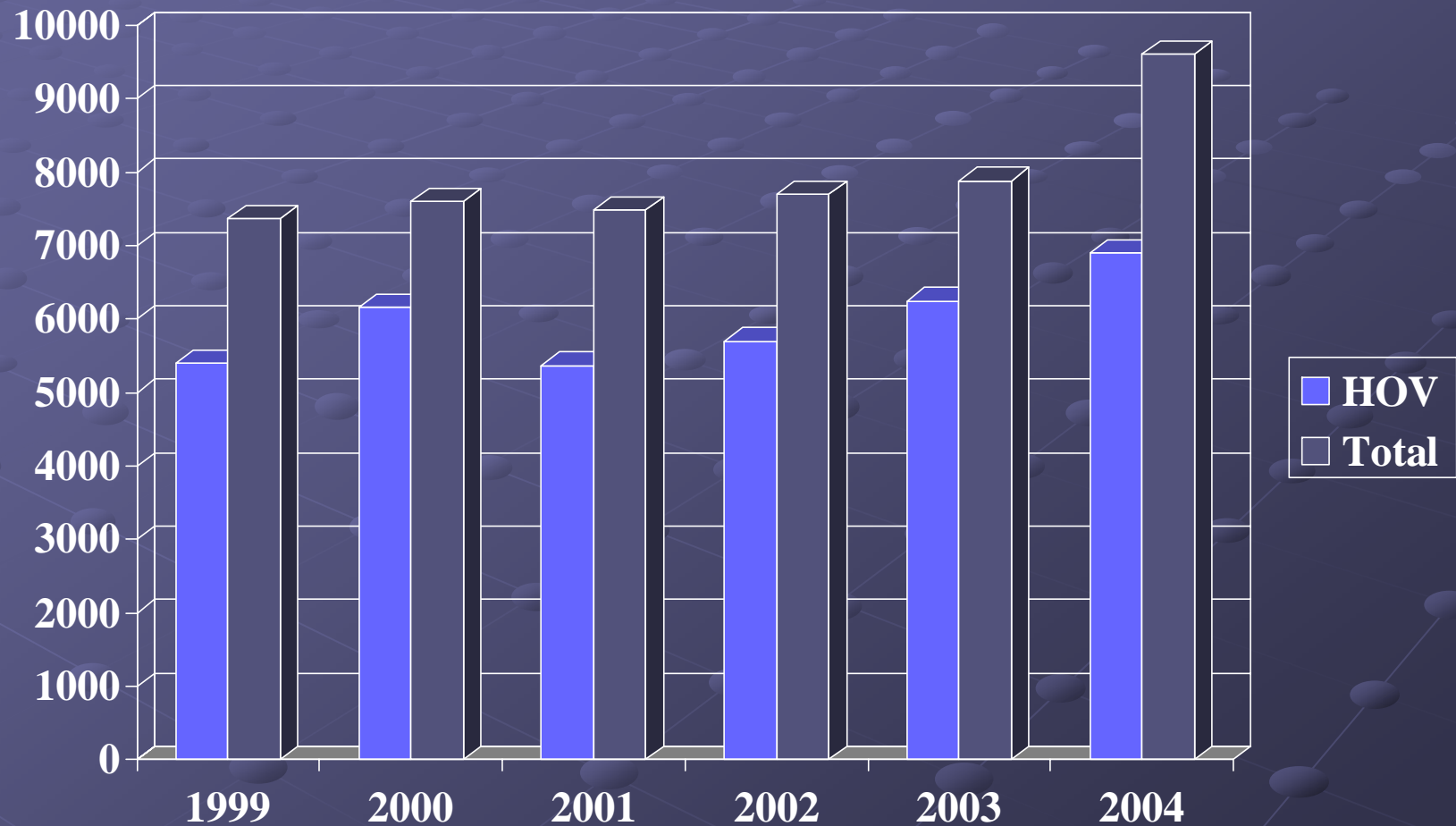
- An increase in HOV's and clean fuel vehicles has pushed the facility over capacity, which is 1500-1800 vehicles per lane per hour on HOV facilities

- Park and Ride Lot Capacity

Vehicles on I-95 HOV Lanes during Peak Restricted Period



HOV Lane Vehicle Volumes on I-395 during Peak Restricted Period



Situation:

- Growing number of non-HOV vehicles on all HOV facilities

I-395 – 26%

I-95 – 35%

I-66 – 38%

DTR – 28%

2002 Data

- Between 6:00 and 6:30 a.m., 68% of vehicles on I-95 HOV have less than 3 occupants

High Occupancy Vehicle (HOV) – Strategies to Meet The Challenges

● May 2003

- Secretary of Transportation and Secretary of Public Safety convene Task Force to find and recommend solutions to improve HOV enforcement in Northern Virginia

“No Excuses” Enforcement Crackdown

July 2003 announced:

- Stepped up enforcement on all HOV lanes
- Targets first half hour of restrictions- violators ticketed at 6:00 a.m. and 3:30 p.m. on I-95/395 HOV lanes

No Excuses Campaign Impacts

- Overall reduced LOV vehicles somewhat, especially during first half hour of restriction:

I-395: 26% to 21%

I-95: unchanged at 35%

I-66: 38% to 29%

DTR: 28% to 55%

2003 Data

- State Police issued over 18,000 citations in last 18 months
- On I-95, non-HOV vehicles in first half hour reduced from 68% to 54%

Results

- Continuation of stepped up enforcement
- HOV fines doubled in July, 2004, up to \$1,000
- 3 demerit points on 3rd offense
- Dedicated funding for HOV enforcement: \$390,000 per year

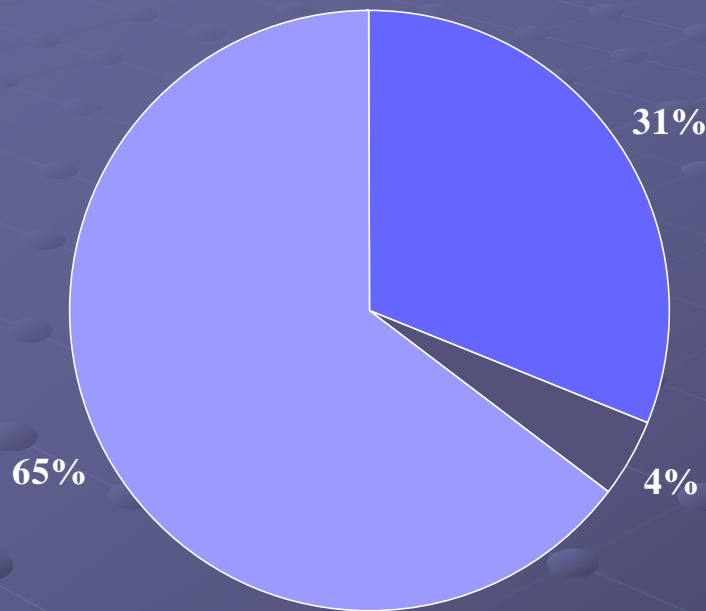
August, 2003 Recommendations

- Continue “No Excuses” campaign
- Double fines and assign points
- Increase State Police resources
- Improve access and enforcement for Dulles Airport users
- Let clean fuel exemption expire in July, 2006
- Clarify law enforcement vehicle exemption
- Reinstate HOV-3 through Springfield interchange

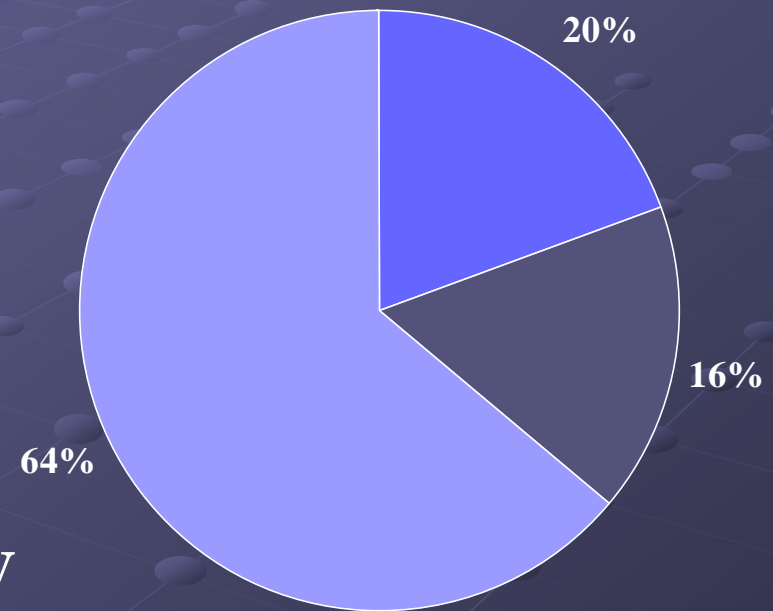
Clean Fuel Plates

- HOV exemption expires July 1, 2006
- Hybrids qualify for CF plates since 2000
- Registered CF plates has grown from 2,500 in April 2003 to 6,800 by end of 2004
- CF vehicles on HOV have more than tripled since last spring- 480 in spring of '04 to 1,700 in October 2004.

A.M. Vehicle Mix at Newington



2003



2004

January 2005 Task Force Recommendations

- Continue strict enforcement of HOV laws
- Create HOV enforcement zones
- Adopt cleaner standards for eligible hybrids
- Allow CF exemption to expire July 1, 2006

Also Consider:

- Delegate authority for HOV operational decisions to the Commonwealth Transportation Board
- Increased occupancy levels for hybrid vehicles (HOV-2 or HOV-3)
- Increase CF plate issuance fees from \$10 to \$500
- Limit hours of CF plate access to later part of restricted times (for example, 7:30-9:00 a.m.)
- Expand HOV hours to spread out demand

Next Steps/Impacts

- VDOT conducting an operational analysis of I-95/I-395 HOV to assess problems and develop solutions
- Respond to FHWA with a report addressing the congestion in the HOV lanes
- Task Force to continue meeting to develop long term strategies for HOV lanes
- Better performing HOV network offers faster travel times and new users which helps reduce congestion

Park and Ride Lot Capacity Challenges

- Issue has received attention at the lots and structures adjacent to Metro stations in Fairfax County
- It is also an issue at VRE commuter rail stations
- It is also an issue at lots served by commuter buses, carpools, and vanpools

Park and Ride Lot Capacity Strategy

- Begin to promote carpool formation or use of shuttles to the overflowing park and ride lots at transit stations.
 - This has been successfully accomplished in other urban markets.
- Offer priority parking spaces to those carpooling to the lots as an incentive.
- Add more parking spaces and build new lots.
 - VDOT is currently building lots at Gambrill Road and at Backlick Road (Springfield/Franconia Parkway)
 - Fairfax County is looking at constructing a garage in Springfield.
- Consider leasing parking spaces at shopping Centers and other locations.

Park and Ride Lot Strategy Impact

- The increase use of carpools and shuttles to the park and ride lots would alleviate the overflow of single occupant auto's at transit stations.
- Offering priority parking to carpools at these lots would provide an incentive.
- Adding additional spaces or building more lots/garages will provide additional incentives for commuters to carpool, vanpool, or use the buses.

Ridesharing Benchmark – 2000 Census

	Workers Carpooled	Total Workers	% Carpool
LA/Long Beach	582,020	3,858,750	15.1%
Chicago	420,617	3,704,656	11.4%
Washington Region	343,117	2,554,588	13.4%
New York, NY	313,921	3,682,866	8.5%
Atlanta	280,666	2,060,632	13.6%
Houston	267,871	1,864,159	14.4%
Dallas	243,934	1,707,321	14.3%
Philadelphia, PA-NJ	233,399	2,246,688	10.4%
Phoenix-Mesa	224,997	1,466,434	15.3%
Riverside-San Bern.	219,733	1,249,224	17.6%
Orange County, CA	174,373	1,313,987	13.3%

Washington Region Commuters Carpooling To Work

Jurisdiction of Work	Number of Carpoolers	Percent of Total
District of Columbia	109,256	26%
Fairfax County/Cities	58,540	14%
Montgomery County	47,865	12%
Prince George's	40,073	10%

Source CTPP 2000 - Part 3

Fairfax County Ridesharing

- Carpooling commutes within Fairfax County/Cities totals to 29,000, the highest in the region. (2000 CTPP)
- 10% of carpoolers in Fairfax County carpool either 1 to 2 days per week (2004 State of the Commute)

Ridesharing Challenges

- About 60% of Northern Virginia commuters do not have access to the HOV network.
- 46% of Northern Virginia Commuters do not know someone they can carpool with.
- 22% of Northern Virginia commuters need their car for work
- 10% of Northern Virginia commuters believe that carpooling would increase their travel time to work.

Source 2004 Commuter Connections
State of the Commute Survey

Rideshare Challenges

- Travel patterns have changed drastically over the past 20 years. There is more suburb to suburb commuting than suburb to city making carpooling and vanpooling problematic.

Strategies to Meet Rideshare Challenges

- Promote the County's RideSources program to Fairfax residents. RideSources is a member of Commuter Connections.
- Carpooling just 1 day a week would be beneficial for residents and the County.
- Work with employers to institute commuter benefit programs.
- Promote telecommuting.

Potential Impacts

- Registering for a carpool match through RideSources/Commuter Connections would provide those who are interested in carpooling with the names of others who live and work near them who are also interested.
- If an additional 2% of residents in Fairfax County carpooled just 1 to 2 days a week; between 1,600 to 3,200 vehicle trips would be reduced per day.



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